

Curb SMART Grant

Communications & Outreach Plan

Updated: June 13, 2024

Overview

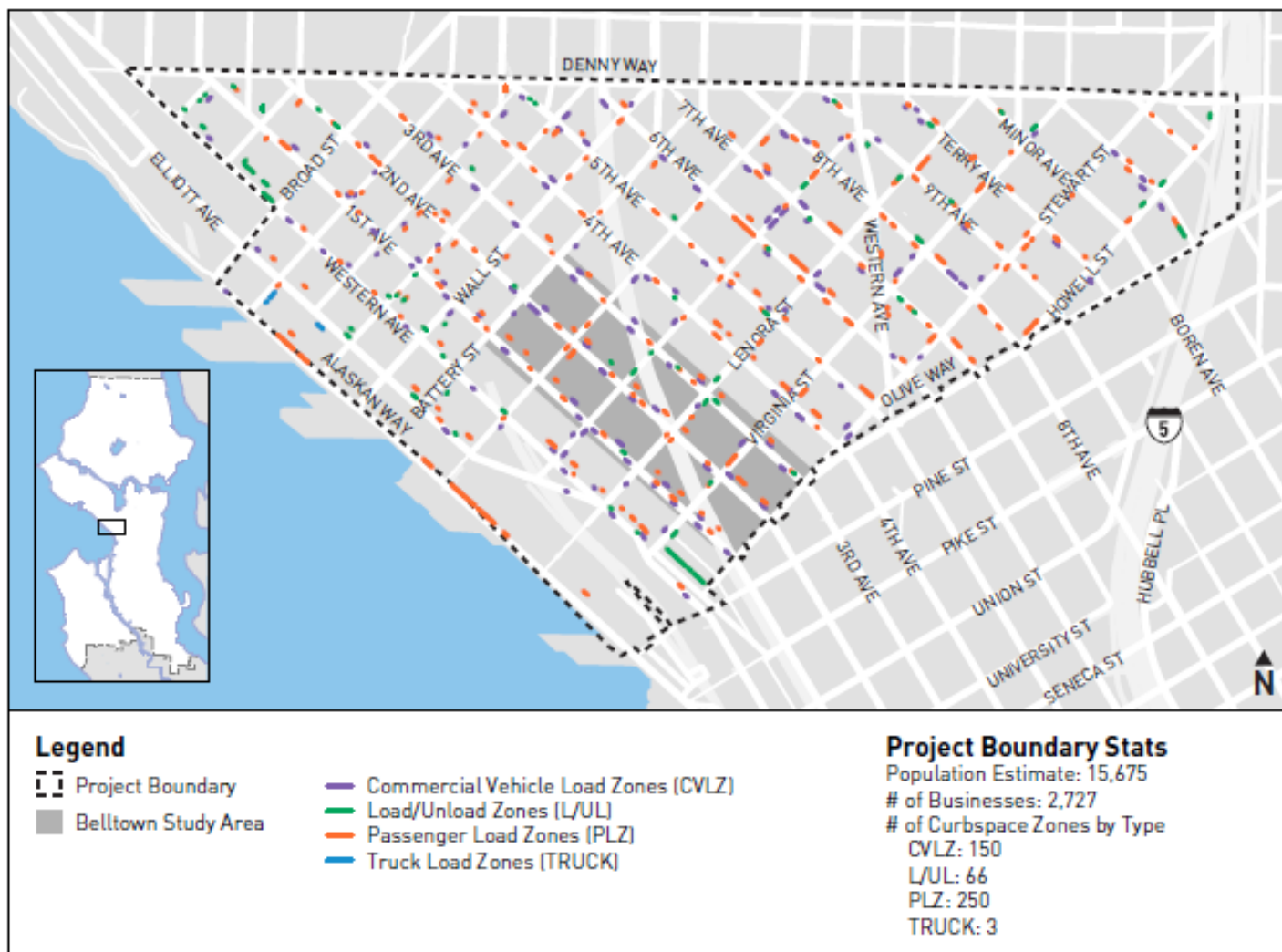
Seattle Department of Transportation (SDOT) is using United States Department of Transportation (USDOT) funding from a Stage 1 SMART grant to upgrade their Commercial Vehicle Load Zone (CVLZ) permit, issued to urban goods delivery drivers. The current permit rules are outdated and with the funding, SDOT will work collectively with urban freight companies, small businesses in the north downtown, and the University of Washington Urban Freight Lab (UFL) to develop a new digital permit approach in addition to prototyping vehicle-to-curb digital infrastructure (V2C) that will support the digital permit.

The following plan outlines the project teams' communications and outreach strategy to reach the people who use and/or need access to CVLZs (e.g., local businesses, freight carriers, meal and grocery gig delivery drivers). We will gather input on how/whether our audiences use CVLZs, whether and why they do or do not have permits, how CVLZ and permits could be improved, and how they feel about/whether they would be interested in testing V2C. Currently, CVLZ permits cost \$250 per year and allow commercial vehicles to park and expeditiously load/unload for up to 30 minutes at any commercial vehicle load zone throughout the city.

The results from our outreach efforts will augment research led by the UFL, including in-depth permit holder interviews, longitudinal data analysis of permit pricing and retention, and future choice-model surveys distributed to permit holders and other commercial users of the curb. Outreach results will also complement data from IDAX's on-street cameras that document commercial vehicle drivers' parking choices in select areas at select times. These combined results will help to inform SDOT policy and shape an updated CVLZ permit program that is equitable and inclusive.

Project Area Map

The bulk of our outreach efforts will take place in the project area defined below, particularly the areas where IDAX is collecting commercial vehicle curb use data ([see map](#)). However, some efforts will go beyond the project area, including surveys that will be distributed to Seattle freight carriers and meal and grocery gig delivery drivers. We will also share information about the program through city-wide channels. If awarded a Stage 2 grant for the project, we will likely do additional outreach in downtown Seattle and other business areas, building on what we've learned during this Stage 1 project.



Communications & Outreach Goals

The following goals were developed in collaboration with the Curb SMART team, including SDOT, Cambridge Systematics (CS), UFL, EnviroIssues (EI), and IDAX. Through our outreach, we intend to:

- Gather input that will inform an equitable and inclusive design of a new CVLZ permit program.
- Build trust with local businesses and urban freight companies, prioritizing those from BIPOC and low-income communities through equitable, relational, and culturally relevant engagement.
- Understand who uses or needs access to CVLZs (including demographics), how they use CVLZs, what the biggest challenges are for loading and unloading, why they do or don't use permits, how/if the permit provides value, etc.
- Introduce the idea of V2C, digital permits, and other potential technology solutions (e.g., automated license plate readers, camera enforcement, etc.) and learn how our audiences feel about these ideas. Identify barriers to, and concerns with these approaches.
- Understand how this program could benefit our audiences from a business/operations perspective, e.g., more efficient and reliable deliveries help increase productivity.

- Understand how this program could benefit communities in general, e.g., less idling and circling means cleaner air, less double-parking means buses can travel more freely.
- Identify 2-3 V2C pilot participants.
- Raise awareness about the SMART project city-wide, so people are familiar with the program and SDOT's goals if we roll out Stage 2 of the project.

Key Questions to Answer in Our Outreach

The following questions reflect SDOT's Performance Measure Plan and discussions with the Curb SMART team.

Define Current Curb and Permit Use

- Understand and categorize different users of the curb. What kind of deliveries do our audiences make/receive and do they park at the curb frequently? What size/scale are the deliveries (pallets, boxes, etc.)? How often do they make/receive deliveries?
- What are the barriers / problems our audiences are encountering when trying to use CVLZ (e.g., it's occupied by another vehicle when they need to use it, there are not enough CVLZ spaces, there a bike/scooter shares blocking the sidewalk, etc.)? How could CVLZs and access to them be improved?
- What is the common level of understanding about CVLZs among permit holders vs. non-permit holders and receivers vs. delivery drivers?
- Are our audiences paying for CVLZ parking? And if so, how?
- Do our audiences use CVLZ permits to access CVLZs?
 - If yes, does the CVLZ permit provide value? Why/why not? What are the challenges to using it? What are the benefits of using it?
 - If no, why not? How could it work better? What recommendations do people have?

Assess How People Respond to Potential Changes in Curb Policy and Technology

- How do our audiences respond to V2C, digital permits, new prices, and new curb policies? How could the new system integrate with their daily work? What is their feedback for different scenarios?
- How do our audiences define Curb SMART benefits? What do benefits look like to them?
- How might changes to parking pricing and associated policies affect our audiences?

Establish Demographics in the Project Area

- Which businesses have a high percentage of BIPOC and low-income employees?
- What are the demographics of commercial delivery company and grocery and meal delivery gig drivers?

Audiences, Communications Channels, & Outreach Activities

Below is a list of the people we will reach out to. For many of our audiences, our communications channels and outreach activities are not fully defined yet. We have listed some potential options, but we will further refine them once we have some initial interviews/conversations with members from each group.

In general, we shall provide incentives for participation and offer in-language engagement when needed. We will also prioritize hearing from BIPOC, low-income, and otherwise underrepresented participants and work to ensure our outreach is not extractive. Meaning, we will circle back with our participants after decisions have been made and let them know how their input has shaped program outcomes.

Please note: Due to the large number of audience members (e.g., 2,700 when you count just businesses), we will develop criteria for who we prioritize for our in-depth engagements (e.g., interviews, in-person outreach).

Audience	Comms Channels & Outreach Activities	Audience Examples / Notes	Lead
Freight carriers with CVLZ permit	<ul style="list-style-type: none"> UFL interviews UFL survey distributed via email 	<p>FedEx, UPS, Columbia Distributing, Amazon, Sysco, business owners with a permit (contact list)</p> <p>UFL Interviewees: Columbia Distributing, UPS, Merlino Fine Foods, Charlie's Produce, Ohana</p> <p>Upcoming: Cloudburst and hopefully Macdonald Miller</p>	UFL
Freight carriers without CVLZ permit	<ul style="list-style-type: none"> Contact freight companies once identified Share flyers through local businesses Interview a handful of drivers Survey (UFL will develop) drivers 	SDOT has a list going for this group + pull info from IDAX data (loading event, no visible permit, business name) + work with receivers to identify who they get deliveries from	EI + UFL will develop the survey
Local businesses	<ul style="list-style-type: none"> Initial door-to-door outreach to build relationships, assess interest and languages Second round of door-to-door outreach to begin collecting input Simple, graphics heavy materials to leave behind (translated when needed) Interview a handful of businesses Survey (digital, paper, in-person) Partner with business associations to share 	Start with BIPOC and other minority-owned businesses in the project area, plus all businesses located on the blocks where IDAX is collecting baseline data (see map and contact list)	EI
Meal and grocery gig delivery drivers	<ul style="list-style-type: none"> Post signs with QR codes at local businesses so drivers can scan when they pick up food Share flyers through local businesses Interview a handful of drivers Survey distributed through GridWise and local businesses where they're picking up 	<p>Uber Eats, Door Dash, Instacart</p> <p><i>Note: Outreach to this audience may be deprioritized depending on available resources</i></p>	EI
Residential and office buildings	<ul style="list-style-type: none"> Interview a handful of building managers Survey (if we can find a distribution method) Partner with an association if possible 	MaryCatherine working with BOMA to identify a list of building managers	EI
Building Services	<ul style="list-style-type: none"> Identify through building manager interviews Interview a handful of companies 	This group of <i>known</i> users vary quite a bit from typical CVLZ users	EI

	<ul style="list-style-type: none"> Survey (if we can find a distribution method) Is there an association we can work with? 	but understanding their needs could be informative	
Business Organizations	<ul style="list-style-type: none"> Presentations from project team Survey (if we can find a distribution method) SDOT Blog 	DSA - Downtown and Denny Triangle Rep, Commute Seattle, Belltown United , BOMA-Government Committee , Seattle Restaurant Alliance	EI / SDOT

Racial & Social Equity Guiding Questions & Demographic Details

What racial or social inequities currently exist in the project area?

It is a little difficult to assess racial and social inequities in the project area at this stage because the data available to us refer to the people who *live* in the project area. While this data is pertinent for evaluating aspects such as residential infrastructure served by freight carriers and gig drivers, it may not directly reflect the demographics of our primary stakeholders, including business owners and their employees, freight drivers, and gig delivery drivers. Thus, some of the racial and social equity issues are yet to be discovered.

Nevertheless, there is intrinsic value in understanding the local population demographics, as enhancing access to CVLZs could yield benefits for residents, such as mitigating pollution, congestion, and safety concerns arising from truck-related activities such as idling or repeated circling of the block in search of parking. Thus, we have looked at demographic data for our project area in north downtown Seattle using the following tools:

- [Climate and Economic Justice Screening Tool \(CEJST\)](#) – This [tool is recommended](#) by the United States Department of Transportation (USDOT) for applicants to the USDOT’s Justice40 funding programs.
- [Seattle Neighborhoods Snapshots](#) – The Department of Neighborhoods (DON) provides demographic data snapshots from the [Census Bureau’s American Community Survey](#) (ACS).
- [City of Seattle Social and Racial Equity Index](#) – This tool “combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.”

Using the CEJST, we learned that the project area is not identified as a disadvantaged (overburdened and underserved) community. However, using the Seattle-based tools we learned that the area is more racially and linguistically diverse and includes a higher percentage of renters than the rest of Seattle. (See the table below.)

Demographic Details Source: Seattle Neighborhoods Snapshots	Project Area	Seattle
Residents who identify as people of color	54%	39%
Residents who rent their homes (vs. own them)	78%	56%
Residents who speak languages other than English	40%	23%
Households who are linguistically isolated (no one who is more than 14-years old speaks English “very well”). Top languages spoken among people with limited English include Mandarin/Cantonese and Korean.	8%	5%

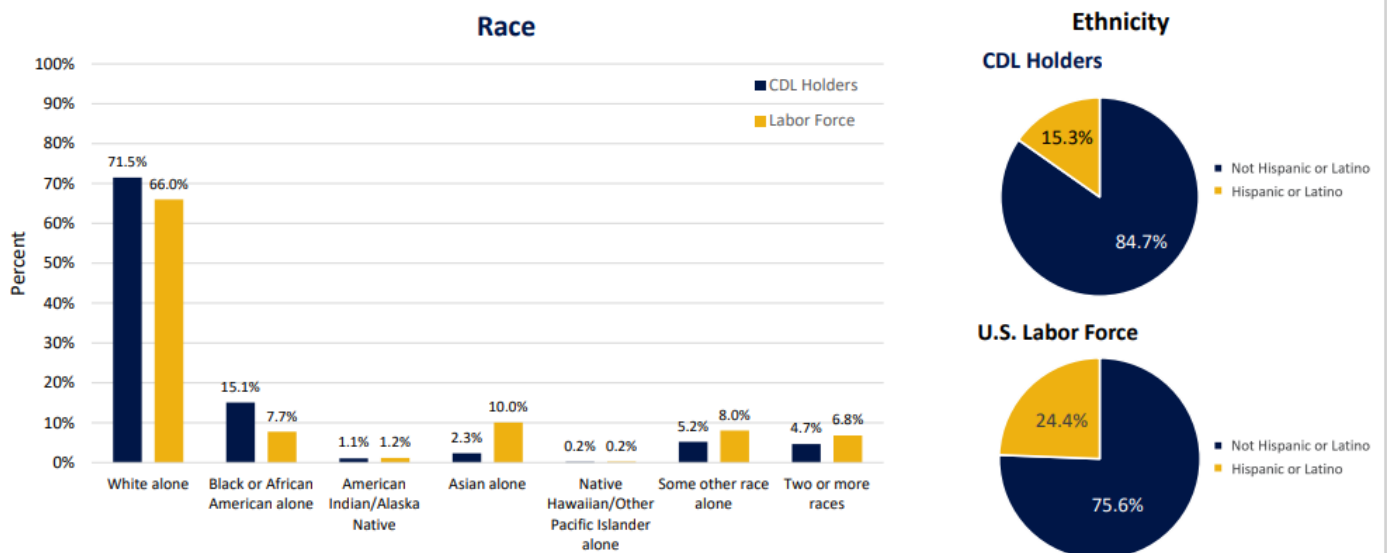
Other Demographic Data

Using the Seattle Neighborhood Snapshots tool, we also learned that most people in the area (78%) work in management, business, science, or the arts and 77% have a bachelor's degree or higher compared to 67% of Seattle residents overall. The median income is slightly higher than in the rest of Seattle. However, it's notable that 20% of the residents earn less than \$30,000 annually, falling below 200% of the federal poverty line, compared to 18% citywide. There are also very few families with children in the area, and nearly half of the residents (45%) do not own a vehicle, and over half (53%) commute to work by walking.

National Demographic Data for Freight & Gig Delivery Drivers

In addition to the census data above, we also looked at some national data for freight and gig delivery drivers. In this 2019 [U.S. Census report on the trucking industry](#), they report that more than 80% of truck drivers are men. The majority are also white, but the racial demographics shift in the younger age groups, which include more Hispanic and Black drivers. Plus, this [USDOT presentation](#) sites that while most Commercial Driver's License (CDL) holders are white, Black people may be more likely to have a CDL compared to the labor force at large (see below).

Race & Ethnicity – Presumed CDL Holders vs. U.S. Labor Force (ACS)



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Asian, Multiracial, & Hispanic/Latino workers are underrepresented in the CDL holder group; Black / African American drivers do not appear to be underrepresented.

 U.S. Department of Transportation
Federal Motor Carrier Safety Administration

In terms of meal and grocery gig delivery drivers, [national data collected by the Pew Research Center](#) concludes that “overall and within age groups, Hispanic and Black Americans are more likely than White Americans to have ever earned money doing any online gig platform work.” All that said, we were not able to easily find local demographic information for freight and gig delivery drivers. Thus, we will rely on our outreach efforts to more fully understand the demographic make-up withing these professions in the Seattle area.

How do the project goals address or consider the existing racial or social inequities? How will the project increase or decrease racial or social equity?

As stated above in our goals section, the overarching purpose of our outreach efforts is to gather input that will inform an equitable and inclusive CVLZ permit program. In service to that purpose, we will work to:

- Build trust with local businesses and urban freight companies, prioritizing those from BIPOC and low-income communities through equitable, relational, and culturally relevant engagement.
- Understand who uses or needs access to CVLZs, including demographics, how they use CVLZs, why they do or don't use permits, how/if the permit provides values, etc.
- Introduce the idea of vehicle-to-curb digital infrastructure and digital permits and learn how our audiences feel about the changes. Identify barriers to, and concerns with these approaches.
- Understand how this program could benefit our audiences from a business/operations perspective, e.g., more efficient and reliable deliveries help increase productivity.
- Understand how this program could benefit communities in general, e.g., less idling and circling means cleaner air, less double-parking means buses can travel more freely.

How will you address project impacts (including unintended consequences) on racial or social equity?

Our project outreach is exploratory at this stage, so we don't yet know what the consequences could be. Thus, we will listen deeply to community members to understand their needs and experiences around CVLZs, and to learn what the consequences of V2C infrastructure and digital permits might be. For instance, new technologies could be harder for some individuals to access and implement. Or, if prices increase to manage demand, that could disproportionately affect people of specific demographics. We hope through thoughtful outreach we can surface concerns and shape the CVLZ program based on the needs of people who will be impacted the most.

High-Level Timeline

When	What	Who	Status / Notes
April – May	Finalize Strategic Communications and Outreach Plan	EI	Complete
April – May	UFL interviews with CVLZ permit holders	UFL	Underway
May	Build audience contact lists / map and develop criteria for to prioritize in-depth engagements (e.g., interviews, in-person outreach)	EI	Underway
May – June	Develop project materials (e.g., interview guide , flyers , web content) to support outreach and communications	EI	Underway
	Develop programmatic materials to support communications (e.g., blog post, slide deck for presentations to Belltown United, Downtown Seattle Association, Commute Seattle, BOMA-policy, Seattle Restaurant Alliance)	EI / SDOT	Brian and MaryCatherine will start getting on agendas; EI will help with slide decks

June – July	Attend business group (list above) meetings to talk about SMART project to date	SDOT	Should start now to get on calendars for time
	Collect letters of support from the business groups to include in the grant proposal	SDOT	
	Conduct in-person outreach and interviews and with businesses and building managers	EI	Complete as many as possible in June / early July
	Develop initial in-person outreach and interview summary for grant proposal		
	Develop initial recommendations for how to meet Justice40 requirements in Stage 2	EI	Needs to be done in July for grand application
July – Nov	UFL survey development and distribution to CVLZ permit holders	UFL	
Aug – Sept	Conduct outreach and interviews and with commercial delivery drivers without CVLZ permits	EI	
	Conduct outreach and interviews and with building service providers	EI	
	Conduct outreach interviews with meal and grocery gig delivery drivers	EI	<i>This may be deprioritized, depending on resources</i>
	Develop final in-person outreach and interview summary	EI	
	Incorporate what we've learned in the Implementation Report	EI / SODT / CS	
	Share summary with interviewees and possibly in an SDOT blog post	EI / SDOT	
Sept – Nov	Develop and distribute surveys that are aligned and in collaboration with UFL's work with commercial delivery drivers and adapted for other audiences	EI / UFL	
Dec	Analyze and summarize survey data	EI / UFL	
Jan – Feb	Develop final outreach report	EI	
	Share final outreach report and how it will be used by participants and on the SDOT blog	EI / SDOT	
	Develop recommendations for how to engage meal and grocery delivery gig drivers	EI	
	Develop final recommendations for how to meet Justice40 requirements in Stage 2	EI	

Implementation Report Guidance

When engaging in the activities listed in the timeline above, we will consider Implementation Report requirements. Below are the pieces connected to outreach as outlined in the [Implementation Report Guidance Document](#).

Part 1: Introduction and Project Overview

- Describe the communities that would be impacted by at-scale implementation. How does the project direct benefits to Historically Disadvantaged Communities? How were community stakeholders meaningfully involved in determining program benefits?
- What attention has this project gained, if any? Were any media stories published? Was the project discussed in any conference presentations or academic articles? Has information from the project been published such as data or best practices reports?

Part 2 – #9: Addressing Goal Area Around Equity, Access, and Partnerships

How has your Stage 1 project demonstrated improvement in the following goal areas?

- Equity and access: Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services.
- Partnerships: Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.

Part 3 – #10: Estimated Impacts at Scale

Based on the findings discussed in Part 2 of this report, what are the anticipated/estimated impacts of at-scale implementation for each key goal area?

To satisfy the performance measurement requirements established in the SMART grant agreement, provide qualitative descriptions of the anticipated impacts of at-scale implementation in each of the following goal areas:

- Equity and access: Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services.
- Partnerships: Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.

Part 3 – #13: Baseline Data for Future Evaluation

Describe any preliminary baseline data collected in Stage 1 for an evaluation of at-scale implementation. For the key goal areas of at-scale implementation, what are the current or historic levels of performance (e.g., crash rates for safety goals, travel times for mobility goals)?

Part 4 – #14: Challenges & Lessons Learned

Challenges and lessons learned are also performance measures required in the SMART grant agreement. The key challenges and difficulties that arose during Stage 1 should be addressed in Part 4 of the Implementation Report. You should reflect on the challenges and expand on what you have learned from the experience.

Describe all project challenges encountered during the Stage 1 period of performance, lessons learned, and recommendations. Topic areas that you should consider include:

- Community Impact
- Public Acceptance

Part 5 – #15: Deployment Readiness

During Stage 1, you may uncover previously unknown institutional barriers or technical limitations. In Part 5 of the Implementation Report, you should describe what deployment readiness means for your project and the ways in which you have prepared.

Describe the requirements for successful implementation. What are the key obstacles to scaling this project? Please also address project readiness for at-scale implementation including strategies or demonstrated progress. Please discuss uncertainties and risk mitigations. Topic areas that you should consider include:

- Community Impact
- Public Acceptance

Part 6: Wrap-Up

Reflecting on the course of the project, did the proposed solution meet your expectations? Do you think you would make any notable changes to the proposed solution for at-scale implementation. What advice would you give to other communities embarking on the same path?

Key Messages for Our Audiences

Case for Engagement

- We're working to improve commercial vehicle parking, so people can deliver goods reliably and on time, reducing costs and headaches for both carriers and receivers.
- By providing better parking options for loading and unloading, we also hope to increase safety as we work towards our Vision Zero goal to end traffic deaths and serious injuries on city streets.
- Plus, if we can reduce the time that trucks must idle or circle looking for parking, we can reduce pollution – meaning we'll have cleaner air and contribute less to global climate change.
- To achieve these goals, we first hope to understand if and/or how you use commercial vehicle loading zones (CVLZ) and what challenges you run into that affect your work and your business' revenue.

Sample Questions for Carriers

- What's it like trying to find parking when you are making your deliveries? Are you able to find parking easily? Do you use CVLZs? Why or why not?
- Recent load zone studies conducted by SDOT have shown that CVLZs are occupied over 50% of the time by non-commercial vehicles. This causes delivery drivers to park in bike lanes, block transit lanes, or spend extra time cruising for parking. What is your experience? Have you noticed this happening? And if so, what do you think could be done to improve CVLZ availability?
- Do you have a CVLZ permit? If so, what works and what could be improved? And if not, why not?
- We are installing sensors in specific CVLZ to test technology for detecting parked vehicles. This will help us understand which zones are in highest demand and when, which will inform future curb planning. What are your impressions about installing sensors and possibly creating a digital parking permit that could detect your vehicle in the CVLZ?
- Would you be interested in participating in a pilot project to test some vehicle sensors, including access to real-time availability of load zones, and other digital infrastructure?

- Is there anything else you would like to share that describes your (or your drivers') average experience on a given day? What is working and where? What is not working and where?
- How can the city better designate loading, pick-up, and drop-off space to ensure you can safely and efficiently make goods deliveries, or passenger and food pick-up and drop-offs?

Note: We touch on some high-level questions here, but we will develop more specific questions for our interview guide and survey to ensure we cover all the key research questions mentioned earlier in this plan

Sample Questions for Receivers

Please see the [interview guide](#) for the full list of questions.

- What kinds of deliveries do you get? What's included in them?
- How many deliveries do you get per day or week?
- How big are the deliveries (e.g., pallet-full, dolly-full, or individual boxes)?
- Where do you or your delivery drivers usually park when unloading?
- How well does that work? Are you/they able to get to your business easily or are there challenges? If so, what are they?
- Currently, there are certain parking areas along the street where only commercial vehicles can park for loading and unloading. This is intended to help you or your delivery drivers get to your business. How well are these commercial vehicle loading zones working for you or your employees? Are you or your delivery drivers able to use them and then get to your business / building easily? If not, do you know why?
- Do you purchase a commercial vehicle loading zone permit or do you pay for parking as you go?
- If you do have a permit, do you find it helpful? What works well and what could be improved?
- If you don't have a permit, is there a reason why?
- We are installing and testing some sensors in commercial vehicle loading zones that can detect when a vehicle is parked there. Some will be mounted on posts, and look like an old-school parking meter, and some will be in the ground. This will help us understand which loading zones are used most and decide if we need more parking space for delivery vehicles. Delivery drivers and business owners/building managers could also see this information and plan accordingly. What do you think about this approach?
- We are also exploring sensors that can detect vehicles that have a commercial vehicle loading zone permit, which would require little to no interaction by the driver. This would move us away from paper or sticker permits, using this digital option to help ensure people are using the loading zones properly. The sensors would also make it easier to enforce the rules and keep non-eligible vehicles from parking in the load zones, leaving them free for deliveries. Commercial vehicle drivers without a permit could still park there, they would just pay by phone or at a pay station. What do you think about this approach?
- How (if at all) do you see this new technology benefiting your business / building?
- What concerns (if any) do you have about this new technology?

Anticipated Concerns

Below are some of the concerns we anticipate hearing while conducting outreach and sharing information about the Curb SMART program.

- CVLZs and the associated permits could become more expensive or restrictive under new policies.

- CVLZs or the permit system could change, and people might be resistant to those changes, particularly if it seems that the system is harder to navigate.
- Running a business is already hard, and it might feel like implementing CVLZ changes will make it harder.
- Concerns about enforcement – though mostly we hear that people would like more enforcement to keep CVLZs available for deliveries.

What We've Heard & Observed So Far

In this section we have highlighted what we've learned from previous reports including excerpts from UFL's [urban ride-alongs](#) and [curb research](#), plus the experience and observations of our Curb SMART team members.

General Perceptions

- People who drive freight feel there is not enough space on the curb for commercial loading and unloading
- People who drive large trucks are upset when passenger vehicles are parked in loading zones, and they want them to be excluded
- There is a general belief that in dense areas people park where there is space, but larger companies do instruct their drivers to park legally
- We have not heard as much from receivers, but generally they all want deliveries around the same time of day as other receivers

Commercial Vehicle Driver Behaviors & Motivations

Three main criteria for parking choice:

- *Safety.* Occasionally, drivers opt for safer unauthorized spots over designated CVLZs because using the latter would involve risky maneuvers.
- *Conflicts.* Drivers tried to steer clear of locations that could spark conflicts with other drivers and pedestrians.
- *Coopetition.* Smaller delivery vehicle drivers refrain from parking in large CVLZs to leave space for larger trucks to utilize them.

In response to the lack of available parking, drivers took one of the following behaviors:

- *Unauthorized parking.* Drivers parked in places not designated for parking, such as unauthorized curb spaces, travel lanes, alleys, and other off-street areas.
- *Cruising.* Drivers spent time searching for an available parking spot. Based on observed data, the average time spent cruising for parking was estimated to be 3.8 minutes.
- *Queueing.* Drivers parked their vehicles and waited until a desired parking spot became available.
- *Rerouting.* Drivers changed their delivery destination enroute, postponing the parking choice to serve a given location later.

Other Commercial Vehicle Patterns

- Most commercial vehicles (CVs) operated from 6 AM – 6 PM.
- Peak hours of deliveries took place between 8:45 AM and 1:00 PM. CVs appear to utilize the 'spare' capacity freed up by the decline in private vehicles between AM and PM commuter peaks.

- In urban areas, the delivery vehicles are driven about 20% (6.9%-30.7%) of the time and are parked about 80% (69.3%-93.1%) of their time.
- Four typologies of parking areas utilized by commercial vehicles and percent utilized:
 - Authorized curb (53.4%)
 - CVLZ, paid parking, passenger load zones
 - Mail, parcel, heavy goods
 - Unauthorized curb (20.5%)
 - No-parking zones, bus zones
 - Car based deliveries
 - Travel lane (4.5%)
 - Middle of the road
 - Others (20.5%)
 - Loading bays, garages, off-street parking lots, alleys (Most are only wide enough for one vehicle. Risk of being blocked off if another vehicle is parked in the alley.).
- Passenger load zones dedicated for picking up/dropping off customers are often used by commercial vehicles. These zones have a maximum parking limit of three minutes.